

TAKES TWO GAMES

Baltimore Amateur Team Too Strong for Opposing Nines.

TREASURY BEATEN, 10 TO 8

F. and D. Club Takes Measure of Richmond, Too, in Intercity Series.

Special Dispatch to The Star.

BALTIMORE, Md., September 16.—The clever ball tossers of the Fidelity and Deposit gave the Richmond and Washington teams quite a bump in the intercity series this afternoon at Oriole Park, when both visiting teams were forced to lower their colors. The scores were 3 to 2 and 10 to 8. It was sweet revenge for Murphy of the latter stages and then came right back in the second encounter and trimmed the Senators, although he was touched up for an even dozen bingles.

Opening Game Closed.

The opener was interesting. With the count standing 2 to 2, the Fidelity boys went into the ninth inning determined to nose out the southerners. Fallon led off with a double to right field. Herne made a perfect bunk and Catcher Strait made a wild throw to first base and Fallon registered. The contest with the Senators was loosely played, eleven miscues being made. Fidelity collected six runs in the first two innings, errors playing an important part in the scoring.

Washington scored in the third and in the seventh made three runs, tying the score, five singles doing the work. Fidelity came back in the eighth and scored four runs, three straight singles to left field and two errors turning the trick. Score of Baltimore-Washington game:

F. and D. A. H. O. A. T. Res.	A. H. O. A. T. Res.
Atwell, r.f., 4	McCallen, c., 5
Fallon, l.f., 5	Strait, c., 0
Hearne, l.f., 5	Lowmyer, l.f., 4
Parlett, l.f., 5	Bell, c., 5
McIntire, c., 4	Shut, c., 4
Gewitz, c., 4	Flannery, l.f., 5
Murphy, p., 3	Arnet, c., 4
Wilson, c., 4	Crosby, p., 1
Martinez, c., 2	1 0 0
Totals, 37 11 27 11	Totals, 40 12 24 17
F. and D. 3 0 0 0 0 4 2-10	Treasury 0 2 1 0 0 0 3-5
Runs—F. and D. (2), Atwell (2), Fallon, Hearne (2), Parlett (2), McIntire, Anderson (2), Strait (2), Lowmyer, Bell, Flannery (2), Armstrong, Martin, Two-base hit—Hearne. Three-base hit—Flannery. Stolen bases—Cole, Atwell, Gewitz and Martin. Sacrifices—Hearne, Left on bases—F. and D. 10; Treasury, 7. First base on errors—F. and D. 4; Treasury, 2. Bases on balls—Off Murphy, 2; off Crosby, 4. Struck out—By Murphy, 8; by Crosby, 5. Passed balls—Strait, 3; Fallon, 1. Error—Mr. Brockman. Time of game—2 hours and 50 minutes.	

Never Satisfied.

From the Boston Transcript.
"If I were only rich."
"Well, what would you do?"
"Try to get richer."

GRAND CIRCUIT RACES.

Briscac and Major Woolworth Winning Favorite at Syracuse.

SYRACUSE, N. Y., September 16.—Two grand circuit races, the 2.10 trot and 2.14 trot, left over from yesterday, and nine amateur races with wagons were run off today at the state fair. In all twenty-seven heats were raced, which is the most ever held in one day. Briscac, the favorite in the 2.14 trot, and Major Woolworth, the best liked in the 2.10 race, won. Capt. David Shaw, the seventy-year-old horseman, won two matinee races. Summary:

Senior League sweepstakes, for two-year-olds, amateur drivers; two in three, value, \$250:
Lady Maria II, b.f., by Peter the Great (E. L. White) 1 1
Augusta, b.f., by H. H. Asbury (H. W. Pike) 2 2

Time—2:39½, 2:41½.
Senior League sweepstakes, three-year-olds, amateur drivers; two in three, value, \$500:
Revelry, b.k.g., by Morgan Asbury (Empire Wilkes (H. W. White)) 4 1 1
Boy King, b.c., by Bingen Silk-Milled (W. J. McDonald) 2 2 2
Pagan, b.k.g., by Worthing McKinnis (Gibbs (H. H. Asbury)) 3 3 3
Lockspur, b.g. (E. L. White) 4 4 4

Time—2:29½, 2:24½, 2:20½.
Senior League, 2.20 trot, amateur drivers; two in three, trophy:
Prince Louis, b.g., by Prince McKinnis (Shaw) 5 1 1
By Boy King, by Morgan Asbury (W. J. McDonald) 2 2 2
Augusta, b.f., by H. H. Asbury (H. W. Pike) 3 3 3
Bingen Silk-Milled (W. J. McDonald) 4 4 4
Monsie, b.a. (Tom White) 5 5 5

Time—2:19½, 2:20½, 2:19½, 2:21½.
2.21 pace (two in three); amateur wagon race trophy:
Silver Gentry, r.g., by John R. Gentry (W. J. McDonald) 5 1 1
Sweet F. H. H., by Bingen Silk-Milled (W. J. McDonald) 2 2 2
Rhinel Direct, b.k.m., by Lord Direct-Rhinel Direct (Farshaw) 3 3 3

Time—2:19½, 2:15½, 2:14½.
2.14 trot; three heats; purse, \$1,200.
Briscac, b.h., by Bingen Karata (Murphy) 1 1 1
Empress of Russia, ch.m., by Peter the Great-Mighty (Murray) 2 2 2
Troyville King, b.k.g., by Tregant (Constantine) 3 3 3
Trust McKinnis, b.m. (McElroy) 4 4 4
Zombro Tex, b.m. (Tyson) 5 5 5

Time—2:10½, 2:10½, 2:09½.
2.10 pace; three-heat plan; purse, \$1,000.
Major Woolworth, b.k.g., by The Abbe (F. H. H.) 4 1 1
The Problem, b.k.g., by Constance-The Understudy (Murphy) 1 2 4
Spring Maid, b.m. by The Abbe-Bouill (Bea White) 2 2 2
Arelia V., ch.m. (Coe) 3 3 3

Time—2:10½, 2:05½, 2:03½.
2.06 trot; amateur wagon race; two in three, trophy:
Miss Directed, b.m., by Direct Well-Prodigal (Shaw) 1 1 1
Hazel Laid, ch.m., by John A. McArthur-Harlette (Devereux) 2 2 2
James W., c.g. (Mrs. Simmore Graves) 3 3 3

Time—2:15½, 2:13½.
2.13 trot; amateur wagon race; two in three, trophy:
Baron Prince, b.g., sire, San Francisco (Hartman) 1 1 1
E. D. M., b.g., by Allerton-Chimes Girl (W. J. McDonald) 2 2 2
Cold Miser, b.m. (McElroy) 3 3 3
Raymond G., b.g. (G. Graves) 4 4 4

Time—2:11½, 2:10½.
2.21 trot; amateur wagon race; 2 in 3, trophy:
Brightsome, b.g., by McKinnis-Countess (Leburn (Tipplir)) 2 1 1
Noble E., b.g., by Allerton-Musical Chimes (Lorillard) 1 2 2
Macy Tod, b.m., sire, Director Todd (T. W. Hite) 3 4 4
Adel Block, b.f. (Stevens) 6 8 4
Arlis Knight, b.m. (W. J. McDonald) 8 5 5
Delages Todd, b.g. (Briggs) 4 6 6

Time—2:18½, 2:17½, 2:19½.
2.17 trot; amateur wagon race; 2 in 3, trophy:
Leont Bug, b.g., sire, Sidney Prince (Southern) 1 1 1
Miss Latell, b.m., sire, McQuill (Devereux) 2 2 2
Helena Constanta, b.m., sire Constantine (Hartman) 3 4 3
Lucy Van, b.m., sire, Anderson Wilkes (W. J. McDonald) 4 4 4
King Audubon, b.g. (Farshaw) 5 5 5

Time—2:14½, 2:12½.

ALEXANDRIA AFFAIRS

Portner Brewing Company Getting Ready for "Dry" Law.

PLANS NEW ENTERPRISE

Anne Lee Memorial Home Open October 1—Holy Name Society Going to Baltimore.

Special Correspondence of The Star.

ALEXANDRIA, Va., September 16.—Plans have about been completed by the Robert Portner Brewing Company to engage in the manufacture of stock and poultry feed at that plant after November 1, when the state goes dry. The Portner Company, which for many years has been engaged in the manufacture of beer at its plant, has arranged to discontinue that business.

It is stated that the company expects to begin operations on the new line about January 1. Already negotiations are being made for the installation of the necessary machinery for the plant. A goodly portion of the big brewery will be used for the new business at the start.

It is stated that the plant will have a capacity of twenty tons per hour for the various kinds of feed which it is proposed to handle. The concern will establish branches in various cities in the south where it will dispose of the product. At the present time this concern maintains a large number of branch houses in different cities of the south for the sale of malt products and it also owns its own cars.

News that this concern contemplates engaging in the business mentioned on such a large scale was received with gratification by citizens generally, as it means that despite the fact that Virginia will go dry the plant will not be closed and it will give employment to a large number of hands. Application has been made to the state corporation commission for a charter for the new concern.

Memorial Home Open.

The Anne Lee Memorial Home for the Aged, situated at the northeast corner of Fairfax and Cameron streets, will be opened for the admission of applicants October 1. The formal dedication of the home is planned to hold October 24. The work of remodeling the home has about been completed, and within a short time it is hoped to have a majority of the rooms furnished through aid given by the citizens of Alexandria.

Already a room has been furnished by the Boy Scouts and it is expected that other organizations as well as individuals, respectively, will arrange to do as much.

There are a total of twenty-nine rooms in this home. Some of them will be converted into dormitories, it is stated.

Plans are now under way for the installation of a hot-water heating plant in the home. It is stated that provision will be made for the accommodation of between twenty-five and thirty persons.

The board of governors of the home has arranged for a pound party, which will be held September 28.

Will Take Part in Parade.

It is expected that nearly 300 members of the local branch of the Holy

Name Society will take part in the big parade of that organization which will be held in Baltimore October 15. The local branch of this organization will hold a meeting shortly for the purpose of completing plans for the affair.

The indications are that there will be a large attendance at all of the public schools of Alexandria county when they reopen Monday morning. During the summer months improvements have been made to a number of the buildings in that county.

Everything is in readiness for Alexandria's third annual Sunday school parade, which will start promptly at 3 o'clock tomorrow afternoon from Fairfax and Prince streets and march up King street from Fairfax street to the tent on upper King street, where the participants will be addressed by Gypsy Smith, Jr., in the gospel tent.

General Mention.

Clarence Mills, about forty years old, died early this morning at his home, 101 Prince street. The deceased was unmarried and had been ill for a long time. The body was removed to Wheatley's undertaking chapel and prepared for burial.

A large congregation tonight attended the evangelistic services being conducted by Gypsy Smith, Jr. The singing was led by several hundred children, occupying seats on the platform. There were several persons who tonight professed conversion.

All of the members of the Masonic bazaar, which will be held October 8-21, at Armory Hall, will hold a meeting at 7:30 o'clock Monday night at the office of Dr. T. B. Cochran, 723 King street. The committee in charge has already received a large number of valuable donations for the bazaar.

DRUG PRESCRIPTION ABUSE CHARGED TO PHYSICIANS

Virginia State Inspector's Report of Cases Discovered Stables Members of Profession.

Special Dispatch to The Star.

RICHMOND, Va., September 16.—That drugs are being freely prescribed by some of the physicians in this state for the addicts and pends has been known for some time, but that the custom had reached the proportions disclosed by a report made by Fred S. Hoback, an inspector for the state, startled the members of the medical profession.

In one case which Mr. Hoback investigated he found that one prescription given an unmarried woman was for five gallons of laudanum. In another case it was found that a colored physician had ordered one pound of gum opium for a patient. In both these cases the physician ordered that it be "used as directed." There were frequent prescriptions by doctors for an ounce of cocaine and an ounce of morphine.

At one drug store the prescriptions given to a man employed by a railroad company in the last few months called for 35,500 half-grain tablets of morphine.

The officers of the state are powerless to correct the conditions, the physicians being licensed. When the State Medical Society convenes a recommendation will be forthcoming for a revocation of the licenses of men who are using the profession and violating the law.

One amusing feature of the report is that a man who was said to be "going away on vacation" asked for a supply to tide him over, and received a prescription for the following: Morphine, 5 drams; cocaine, 3 drams, and 500 twelfth-grain tablets of heroin. Mr. Hoback says that 75 per cent of the addicts are women and that 90 per cent live in the cities.

ROCKVILLE AND COUNTY

Mrs. Mareta E. Nash of Kensington Asks Divorce From Pension Office Clerk.

Special Correspondence of The Star.

ROCKVILLE, Md., September 16.—Mrs. Mareta E. Nash of Kensington, this county, has filed suit in the circuit court here for a limited divorce from Raymond E. Nash, a clerk in the pension office at Washington, charging cruelty. She asks the court to allow her counsel fees and alimony and to award her the custody of their children.

Howell A. Nash, aged five years, and Constance M. Nash, aged one year. The plaintiff is represented by Boule & Boule of Rockville.

The bill states that they were married in this county February 14, 1908, and lived together until recently. Mrs. Nash was a Miss Armstrong of Washington.

Miss Mary Emma Lyles, seventeen years old, of 1117 K street northwest, Washington, and Frank J. Collins, aged twenty-one years, of 927 New York avenue, Washington, were married in Rockville yesterday afternoon, by Rev. Samuel R. White.

Election of Officers.

The Burtonsville, Laurel and Sandy Spring Improvement Association, the membership of which comprises residents of Montgomery and Howard counties, has elected officers for one year as follows: President, Snowden J. Athey of Burtonsville; first vice president, George W. Athey of Burtonsville.

ville; second vice president, Odorion W. Roby of Fairland; secretary, treasurer, Columbus Brashears of Burtonsville.

It was announced that Gov. Harrington and the state roads commission will visit the county September 22 and look into a proposition to improve the road leading from Sandy Spring to Laurel.

Prof. Willis B. Burdett, county superintendent of schools, has announced that Miss Elizabeth Lauxman of Washington has been appointed assistant teacher at the school at Glen Echo in place of Miss Maude Carlisle, who has been transferred to the school at Ballers in place of Miss Lauxman.

Alfred F. Fairall and Mrs. Fairall celebrated, at their home at Sandy Spring, this county, a few days ago, the fiftieth anniversary of their marriage. Many friends from this county, Washington and Baltimore attended.

Frank Carroll Ferguson of Indian Head, Md., and Miss Viola K. Norris of Providence, R. I., were married in Rockville today, leaving for Washington immediately after the ceremony.

Real Estate Transfers.

Transfers of real estate were recorded in the office of the clerk of the circuit court here during the week, as follows: Spencer R. Shoemaker to Ella K. Holland, sixty acres; E. Norval Portson to Cora B. McNeill, twenty-five acres; William D. Hartshorne to Elizabeth Ligon, eleven acres; Rebecca Woodend to Samuel S. Connell, fifteen acres; Nannie E. Denn to Edward Brosius, one acre; John W. Bowen to Alry Johnson, half acre; Thomas H. Gale to Russell S. McBride, lot at Chevy Chase; Paul L. Compton to Charles A. Mann, lot at Hill Crest; Alice W. Gaines to Junius L. K. Zeller to Walter D. Dresser, lot in Glen Echo Heights; Jesse M. Shreve to Walter D. Dresser, lot in Glen Echo Heights; William D. Hartshorne to Norman G. Smith, lot at Woodside; Mary D. Johnson to William A. Ray, one acre; E. H. Welch to Edward Wilcox, lot at Hill Crest; Leo L. Graves to Edward C. Stubbs, lot at

Wheaton; Josephine B. O'Leary to Louis Messenger, two lots at Takoma Park; Edgar B. Gue to John R. Woodfield, lot at Damascus; Helena Beckman to Lora M. Beckman, lot in Glen Echo Heights.

TO DEVELOP NAVAL BASE.

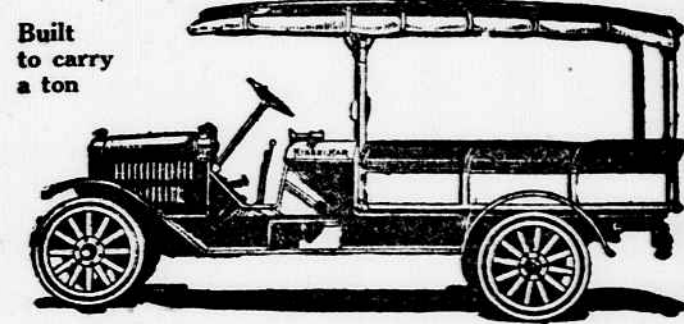
Cruisers San Diego and Chattanooga in Nicaraguan Waters.

Development of the new American naval base in Fonseca bay, Nicaraguan waters, has begun with the arrival of the

armored cruiser San Diego, flagship of the Pacific fleet, to make surveys. The cruiser Chattanooga arrived at Corinto Friday. Both she and the San Diego carry detachments of marines.

Officials said the presence of the two ships in Nicaraguan waters at this time had no connection with the approaching election in that country.

Workmen in Japan wear on their caps an inscription stating their business and their employer's name.



Build to carry a ton

All we ask of you is to see it

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Chassis Price

A N inspection of this remarkable truck has decided hundreds of business men, hitherto in doubt, about the economy of motor haulage.

It represents a small investment and light up-keep for so modern, sturdy and adequate a truck. It is built for hard usage. Its construction means long service.

This worm-drive Kessel-built truck at \$1,250 will bring lower cost as well as high efficiency to your delivery system. Ask us to show you why.

There are five models to select from—1/4 ton to 6 tons capacity. Chassis prices, \$850 to \$4350.

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1012 14th St. N.W.

The Other Side---What Is It?

of the Hudson Super-Six

Here is a motor, exclusive to Hudson, which has proved itself in every way the greatest motor built

The most powerful for its size

The speediest—the most enduring

An incomparable hill-climber

The quickest in acceleration

The smoothest-running motor known

Nobody who knows can doubt that. The proofs lie in official tests. Any Hudson dealer, in 30 minutes, can remove any lingering doubt. And 15,000 Super-Six owners are proving its supremacy on every road and street.

What then is there on the other side? Why should any fine car buyer get a lesser car?

Only a Misconception.

Nothing but a misconception can make another car seem better than the Hudson Super-Six.

This invention, at one step, increased motor efficiency by 80 per cent. This without adding a cylinder, or a complication, or a cubic inch to size.

Simply by reducing vibration until friction is almost nil. And thus, at the same time, doubling motor endurance. It involves no experiment. Standard practice has been altered only in one respect. The result is a car which out-performs all others. And every owner knows it.

Some Disproved Ideas

In the early days of the Super-Six some said, "Wait and see. There must be some shortcoming." But the car made endurance records such as never were approached. And with 15,000 running that question is dispelled. Then for months men said, "Why want the Super-Six? There are thousands ahead of me—

No Feats Like These Ever Before Performed

Fastest time in the world's greatest hill-climb up world's highest highway to summit of Pike's Peak—against 20 contestants—made with a Hudson Super-Six Special.

Also these records all made under American Automobile Association supervision by a certified stock car or stock chassis, and exceeding all former stock cars in these tests:

100 miles in 50 min., 21.4 sec., averaging 74.67 miles per hour for a 7-passenger touring car with driver and passenger.
75.68 miles in one hour with driver and passenger in a 7-passenger touring car. Standing start to 50 miles an hour in 16.3 sec.
One mile at the rate of 109.55 miles per hour.
1519 miles in 24 hours at average speed of 75.8 miles per hour.

I can't get delivery." Since then we have quadrupled Hudson production so men don't need to wait.

Later men said, "There may soon be some changes. Experience with a new car always suggests them." But we have just announced that the Super-Six will be continued without change. We have parts and materials under way for twice as many as we have built so far.

Men also said that 76 horsepower was more power than they needed. That 80 and 90 miles per hour was more speed than they cared for. But that has always been conceded. One will rarely tax the Super-Six to half the capacity. But that means a long-lived motor. And surely no one would want that reserve power wasted in friction and vibration.

Consider All Sides

You are right in considering all sides of this matter. But one side is based on official tests which cannot be disputed. Be sure that the other side, if it exists, has some real foundation.

The Hudson has a great reputation. Our Engineering staff has for many years held a high place in this industry.

The Hudson Super-Six, outside of the motor, typifies the ideal fine car.

In luxury and beauty no car can excel it.

And the evidence is that the Super-Six almost doubles the motor's endurance.

If there is nothing real on the other side, you owe yourself a Hudson Super-Six.



Semmes Motor Co., Inc.

Tel. North 4107.

1132-34 Conn. Ave. N.W.

The Coming of the New Cadillac

THERE is one thought in connection with the coming of this new Cadillac which we would like you to grasp at once.

With the advent of this car, the Cadillac "Eight" enters upon its third successive season, with no radical change in the basic principles of its design.

This is perhaps the first time such a thing has happened in motor car development, and you will quickly see its significance as applied to the Cadillac.

Quite properly, we believe, the world has always looked to the Cadillac Company for advanced ideas, improved practice and progressive principles.

The fact, therefore, that the Cadillac car has proven itself beyond the need of radical change is, in itself, too impressive and too illuminating to call for comment.

It does not by any manner of means imply that the Cadillac process of refinement had come to a conclusion.

In a multitude of ways, this is a better, finer Cadillac than any which has preceded it—the subject of unremitting research and scientific betterment in scores of details.

What the absence of radical change really means is that the underlying principles of Cadillac V-type eight-cylinder construction have been proven fundamentally sound by the performance of 31,000 cars.

It means that the Cadillac Company, with resources at its command—probably superior to those possessed by any other motor car plant in the world—has arrived at the deliberate judgment that the KIND of a motor car which it is now building represents a higher degree of efficiency than any other in existence.

It means that this is the joint judgment of every expert mind associated with this company. It expresses the judgment of 31,000 owners who cannot conceive of any respect in which Cadillac principles could be changed to their advantage.

The new Cadillac conforms to the finest Cadillac traditions, down to the least and last of details—and it advances them still more closely toward perfection.

It is a beautiful car to look upon.

The superior riding qualities, with which you are familiar, are enhanced and intensified.

The driving ease of last year and the year before, accentuated by the longer wheel base of the new car, is more marked than ever.

It is doubtful if motoring can give rise to a situation which can successfully challenge Cadillac powers.

The old feeling that it is folly to seek further—the old sense of security that the Cadillac represents the uttermost in a motor car—will come over you more strongly than ever.

We are serenely confident of the exhilaration and enthusiasm which you will experience on the occasion of your first ride in this unusual car.

THE COOK & STODDARD CO.,

Tel. North 7810

1138-40 Conn. Ave. N.W.